

C. P. Landysee
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PACIFIC FRUIT EXPRESS COMPANY

February-March News Letter

San Francisco, March 18, 1954

ALL P.F.E. EMPLOYEES:

P.F.E. Loadings						
1954			1953			
	PFE Cars	Foreigns	Total	PFE Cars	Foreigns	Total
January ...	29,576	2,075	31,651	32,249	3,014	35,263
February ..	28,028	2,175	30,203	27,786	2,529	30,315
			<u>61,854</u>			<u>65,578</u>

Car Situation:

Car supplies in principal loading areas are satisfactory. A nominal number of PFE cars have been delivered daily to various Eastern, Southeastern, and Mid-Western railroads since January 25th to assist them through their heavy loading periods. This assistance will be continued as long as ample Contract Line protection is apparent.

Crop Conditions - Southern Pacific

Oregon: There is a light though steady movement of storage pears from Medford and a consistent volume of frozen food and nursery stock from Willamette Valley.

Northern and Central California: Canned goods and frozen foods moved in heavy volume during latter half of February and will continue in fair volume through March. Porterville citrus loading is on the down grade but shipments will continue into March.

Southern California: Lettuce and carrots from Yuma and Imperial and tomatoes off the West Coast of Mexico are the principal crops moving. Yuma and Imperial are well into peak harvesting while Mexican tomatoes are just entering heavy production. Citrus from Los Angeles-Colton areas is not up to last year's volume due principally to small sizes and only fair markets.

T&NO: Miscellaneous vegetable loadings are well ahead of last year regardless of indifferent markets.

Crop Conditions along Union Pacific -

Notwithstanding low prices, potato loading from Idaho has been fairly steady. It is felt that the market generally will hold at its present level and may well improve slightly this month as stored supplies in other areas have been reduced. Onions are moving steadily, even at very low prices. In the Pacific Northwest apples,

PACIFIC FRUIT EXPRESS COMPANY

February-March News Letter

San Francisco, March 18, 1951

ALL F.P.E. EMPLOYEES:

P.F.E. Loadings

1951			1950		
P.F.E. Cars	Foreigns	Total	P.F.E. Cars	Foreigns	Total
29,576	3,075	32,651	32,218	3,011	35,229
28,028	2,175	30,203	27,788	2,529	30,317

Car Situation:

Car supplies in principal loading areas are satisfactory. A nominal number of P.F.E. cars have been delivered daily to various Eastern, Southeastern, and Mid-Western railroads since January 25th to assist them through their heavy loading periods. This assistance will be continued as long as ample Contract Line protection is apparent.

Crop Conditions - Southern Pacific

Arizona: There is a light though steady movement of storage pears from Medford and a constant volume of frozen food and nursery stock from Willamette Valley.

Northern and Central California: Canned goods and frozen foods moved in heavy volume during latter half of February and will continue in fair volume through March. Forterville citrus loading is on the down grade but shipments will continue into March.

Southern California: Lettuce and carrots from Yuma and Imperial and tomatoes off the West Coast of Mexico are the principal crops moving. Yuma and Imperial are well into peak harvesting while Mexican tomatoes are just entering heavy production. Citrus from Los Angeles-Colton areas is not up to last year's volume due principally to small sizes and only fair markets.

TWNO: Miscellaneous vegetable loadings are well ahead of last year regardless of indifferent markets.

Crop Conditions along Union Pacific -

Notwithstanding low prices, potato loading from Idaho has been fairly steady. It is felt that the market generally will hold at the present level and may well improve slightly this month as stored supplies in other areas have been reduced. Onions are moving steadily, even at very low prices. In the Pacific Northwest apples,

pears, frozen foods, and miscellaneous commodities are moving in seasonal volume. In the Eastern District, Colorado potato movement continues to be slow with no indications of improvement in view of the active trucking from this area. Nebraska potato shipments picked up in volume during latter half of January, however, shipments have returned to a lighter volume this month.

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New Mechanical Cars

Initial shipment of refrigerating systems for the 100 new mechanical refrigerator cars being built at Roseville shop was made from Dayton, Ohio, on February 5. The first of the new mechanical supers will be off the construction line and in service in March and, according to present production schedule, the entire program will be completed about the end of May.

General repairs are to be given to the 12 super-giant cars acquired in 1950 by purchase from ART Company (PFE 200226 to 200237, inclusive). The present overhead tanks will be removed and mechanical refrigeration units will be installed. To expedite release of these cars with their new mechanical equipment, Frigidaire units of the type being installed in the 100 new cars now in course of construction will be used in these 12 cars. The work will be handled at Roseville shop and all 12 cars should be ready for use in July, giving PFE a total of 137 mechanical super-insulated cars.

1954 Car Repair Program

Work on other 1954 programmed car repair projects involves installation of fans and reconditioning of 1,589 steel sheathed cars. in Series 40001 to 44700; applying fans to 1,400 cars in Series 60001 to 62500; and applying steel wheels to 2,500 steel sheathed cars. This work is progressing satisfactorily, consistent with a very considerable accumulation of the general run of cars requiring normal heavy repairs.

Construction at Kansas City

Construction of our new 100 carlength icing platform at Kansas City is nearing the three-quarters mark, with completion scheduled for May 1st. More than 750 piles have been driven to a depth of between 20 and 30 feet to form the posts for the platform. This departure from standard platform design has been necessitated by the soft soil condition along the Kansas River near which the facility is located. Ice for two new bunker icing machines operating on the top deck, and for the retop icing machines on the sub-deck will be delivered to the end of the platform on a 400-ft. overhead conveyor system from an ice plant to be built by the City Products Corporation. Two bridge spans, each 135 feet in length, located 25 feet above ground level, to cross Muncie Boulevard and the railroad tracks, form a part

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1951 Car Repair Program

Work on other 1951 programmed car repair projects involves installation of fans and reconditioning of 1,489 steel sheathed cars, in Series 40001 to 44700; applying lanes to 1,100 cars in Series 60001 to 62500; and applying steel wheels to 2,500 steel sheathed cars. This work is progressing satisfactorily, consistent with a very considerable accumulation of the general run of cars requiring normal heavy repairs.

Construction at Kansas City

Construction of our new 100 car-length joining platform at Kansas City is nearing the three-quarters mark, with completion scheduled for May 1st. More than 750 piles have been driven to a depth of between 20 and 30 feet to form the base for the platform. This departure from standard platform design has been necessitated by the soft soil condition along the Kansas River near which the facility is located. For two new rubber lining machines operating on the top deck, and for the roping joining machines on the sub-deck will be delivered to the end of the platform on a 400-ft. overhead conveyor system from an air plant to be built by the City Products Corporation. Two bridge spans, each 135 feet in length, located 25 feet above ground level, to cross Muncie Boulevard and the railroad tracks, form a part

of this conveyor system.

Construction at Ogden

In the Riverdale Yard of the OUR&D Co. at Ogden our construction forces have completed about 90% of the new 110 carlength icing platform from which eastbound shipments will be iced. Remaining to be constructed are the ice unloading platform, 500 ton capacity ice storage house, and overhead bridge conveyor system from the storage house to platform. Three lightweight car icing machines will be used. The new facilities are to be ready for operation by May 15th. This will be one of the longest icing platforms on the PFE system.

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A recent study of age-level groups in the PFE will be of interest to newer employees, denoting improved opportunities for advancement with the Company in the years ahead. This study shows -

<u>Employees aged</u>	<u>1940</u>	<u>1953</u>
30 to 39 years	34.0%	21.7%
40 - 49	28.6	28.9
50 - 59	15.3	25.0
60 - 70	4.0	12.2

indicating the groups at or approaching retirement age are substantially **larger** than in 1940, meaning there will be more of the better jobs to fill, while the younger employees -- the likely candidates -- are fewer in number.

Naturally the younger man's preparation for advancement, that is, his knowledge of Company operations, the requirements of our business, his formal education and his personality will have great influence on his selection.

This all points to one fact -- PFE is a good place to work.

K. V. PLUMMER

of this conveyor system.

Construction at Under

In the Riverdale Yard of the BUREAU CO. at Ogden, our construction forces have completed about 90% of the new 110-car platform. Remaining to be constructed are the loading platform, 500 ton capacity ice storage house, and overhead bridge conveyor system from the storage house to platform. These lightweight car loading machines will be used. The new facilities are to be ready for operation by May 1st. This will be one of the longest loading platforms on the PBE system.

A recent study of age-level groups in the PBE will be of interest to newer employees, denoting improved opportunities for advancement with the Company in the years ahead. This study shows -

<u>Employees aged</u>	<u>1940</u>	<u>1953</u>
30 to 39 years	34.0%	21.7%
40 - 49	28.6	28.9
50 - 59	15.3	25.0
60 - 70	4.0	12.2

indicating the groups at or approaching retirement are substantially larger than in 1940, meaning there will be more of the better jobs to fill, while the younger employees -- the likely candidates -- are fewer in number.

Naturally the younger man's preparation for advancement, that is, his knowledge of Company operations, the requirements of our business, his formal education and his personality will have great influence on his selection.

This all points to one fact -- PBE is a good place to work.

K. V. BLUMBERG